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1. Rolling stock of the Manchurian railroads in early fall 1949 included about 630 passenger cars, 1,800 freight cars and 1,450 locomotives. Nearly 1,200 of the locomotives had been acquired from south Manchuria since November 1948. Two locomotive factories, one in Harbin and one in Mukden, were in operation.\*
2. The Northeast Railroad Bureau in Harbin employs about 3,900 Russian workers, approximately 200 of whom are White Russians. Soviet employees are supposed to help the Chinese workers improve the condition of locomotives and build bridges and tunnels. Most of the Chinese working force, which numbers approximately 115,000, are Chinese Communist Party members. Their morale is very high.
3. The administration of the Chung Ch'ang Railroad north of Changchun is controlled by Soviet personnel who hold comparatively low positions but make all important decisions. Among the Chinese staff, retained in the main positions as figureheads, are the following persons:
  - a. YÜ Ching-yüan (于静远), chief of the bureau, a Chinese Communist of long standing, who was educated in the USSR. He has a Soviet deputy, Solvalov.\*\*
  - b. WANG Hsi-hung (王希宏), head of the office secretariat, a Russian-language expert who is highly regarded by the Communist authorities.
  - c. PAI Kuang-ti (白光弟), section chief in the administrative department.
  - d. LIU Chü-ying (劉菊英)\*\*\*, head of a branch office, who is considered a puppet of the Soviet administration.
4. The USSR was scheduled to take over administration of the Chung Ch'ang Railway south of Changchun on 1 September 1949, but the official changeover was postponed until 1 December 1949 because floods had caused much damage on the southern line and ties were in poor condition on the Yüeh Ho (River) (岳河)

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Bridge, the Haicheng (122-45, 40-51) Bridge, the Taitzuho (124- , 41- ) Bridge, the Ch'ai Ho (124- , 42- ) Bridge in the Tiehling (123-51, 42-18) area, and the Hsin Chien Ho (新 錦 河) Bridge south of Changchun. In the intervening period all unemployed persons in cities and landlords in rural areas who had been dispossessed by the Communists or who had otherwise lost their positions were sent to work on the railway as laborers.

5. Between 7 August and 15 September service on the Chung Ch'ang line was halted during more than twenty days. In the same period, floods disrupted railroad communication between Mukden and Kirin because of damage at Yingpan (124-14, 41-55) and Chingyuan (124-55, 42-04). In early September, ties and bridges were also damaged at Hsinmin (122-48, 41-59), and Shanhaikuan (119-44, 40-00). The cumulative effect of all these occurrences was to paralyze railway activities in the northeast and to interrupt connections to Mukden.

6. In early August 1949, Chinese Communist forces in Manchuria opened new areas by completing rail lines begun by Manchukuo under Japanese direction. A line about 103 kilometers long between Antung (124-23, 40-09) and Tunghua (125-57, 41-43) was inaugurated on 15 August in an official ceremony.

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- \* Comment. A radio broadcast from Peiping on 26 October discussed overhauling of locomotives and cars in Mukden and Harbin to prepare them for winter conditions.

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Comment. The factory referred to as in Mukden may be the old Feng-shan line repair shops at Huang ku t'un (123-22, 41-48), approximately 10 miles west of Mukden on the rail line to Shanhaikuan (119-44, 40-00), which are almost twice as large as the Mukden repair yards and much better equipped. These shops are customarily referred to in the area as "Mukden factory."

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- \*\* Comment. Possibly Varvarov.

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- \*\*\* Comment. LIU Chü-ying has been reported as a member of the Committee on Communications of the Communist government of Manchuria in 1946 and as director of the Harbin Bureau of the Northeast Railroad Administration in the summer of 1947.

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